

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,850 號十五百捌千叁萬壹第 日陸初月陸年捌十二緒光 HONGKONG, SATURDAY, AUGUST 9th, 1902. 陸拜禮 號玖月捌年貳零百九任壹英港香 PRICE, \$24 PER MONTH

THE DA CRUZ MANAGER

BREWED
GINGER BEER
IN STONE BOTTLES.

Of the highest standard of excellence and
purity, our GINGER BEER forms a most
refreshing and health-giving beverage.

One Dollar per dozen is allowed for the bottles when received back at our factories in good condition.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, 9th August, 1902

It is not necessary on this auspicious occasion of the Coronation of King EDWARD VII to dwell upon the ceremony which we celebrate to-day. As is probably well known to the great mass of His Majesty's subjects, the particular significance of the coronation act is the conferring of the sanction of the Church upon the King's elevation to the throne. In other respects King EDWARD was King on the date of his accession last year. To-day completes the last ceremony required to make him fully ruler of his empire. It is this which lends importance to the religious services which are to be held this morning all over the British Empire, including this island of Hongkong. As temporary head of the Anglican Church, King EDWARD has the conferment of his crown especially celebrated in the Cathedral Church of the Colony, but the extraordinary services in the other places of worship in Hongkong show that His Majesty is not honoured alone in the Church to which he belongs, and that the joy over to-day's ceremony is felt alike by his subjects of all creeds, who all alike will be at the same time deeply touched by the Royal message which appears in another column to-day. The other events of to-day will mark in less solemn fashion the loyalty of a great and prosperous possession, inhabited by people of most diverse races, to the King and Emperor whose illness has but recently plunged his subjects into so profound grief. If only the vagaries of a Hongkong climate spare this city to-night, there should be a celebration of a great event carried out in a most brilliant manner, and a visible token will be given of the manner in which Hongkong utters the wish

GOD SAVE THE KING.

A Winnipeg telegram, dated 5th July, says:—
The Rev. Mr. Fairies, an Anglican missionary among the Eskimos within the Arctic Circle is now here and repeats the story, which was brought two years ago by an Eskimo to Port Churchill, that a band of natives found M. Andrée and party 300 miles to the north of Port Churchill. On approaching them M. Andrée fired a gun. The natives interpreted this as a hostile act, and set upon the explorers and killed them. The Hudson Bay Company offered a large reward to the messenger to bring some relief. He departed but returned. Mr. Fairies described an instrument resembling a telescope which was taken from the cuffet and carried with other loot to the Arctic Circle by the Eskimos.

The following was issued from the Hongkong Observatory yesterday morning:—

On the 8th August, at 11.30 a.m. Red drum lowered.

The typhoon seems to be slowly moving southwards near N. Formosa. It has probably filled up to some extent by contact with the island.

Barometer falling over the E coast of China, rising in Formosa and over the Philippines.

Forecast:—Moderate to fresh W. and E.W. winds; squally, thunder-showers.

Japanese fireworks on the Law Court site.
Japanese funny rockets will be fired from
lighter anchored near the 3-chequered buoy

HONGKONG SANITARY BOARD

stating that they advised that such inspection was impracticable and should not be carried out.

found, and report; superintend work of

DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING
WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES
FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,
PHOTOGRAPHIC GOODS STORE.
174, QUEEN'S ROAD CENTRAL.
FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 8th August:—The general stagnation in our market continues, and the business transacted during the interval has again been very limited in extent.

BANKS.—Hongkong and Shanghai are reported sold at \$110, but more shares can be obtained. London rate is unchanged at 263.

MARINE INSURANCE.—Unions continue in request at \$300, and Cautions at \$160. China Traders are quoted at \$57 sellers, and North China at \$1.1875 sellers.

FIRE INSURANCE.—Hins maintain their position, with buyers at \$81. Hongkong can still be procured at \$350.

SHIPPING.—Hongkong, Canton and Macao have been disposed of at \$37½ ex the interim dividend of \$1½ per share paid on the 6th inst., and further shares are on offer. Indo-China are weak at \$88 with sellers. China Manilla have declined to \$32½ sellers. Shell Transport have been done at the reduced rate of £1.12s. 6d.

REFINERIES.—China Sugars have been in strong demand at low rates during the week, and a very fair parcel has changed hands as we close at \$105, with further enquiry. Luzens are unchanged at \$20 sellers.

MINING.—Jelutau have been done at 70 cents. In other stocks we have heard of no business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, under the influence of a disappointing dividend for the past half year, have suffered a severe decline and are now quoted at \$108 with small buyers. Hongkong and Whampoa Wharves have slightly improved and have been sold at \$80. New Army Docks are still in request at \$90.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold at \$169 and \$165, and are still on offer at the lower figure. There are no changes to report in other stocks under this head.

COTTON MILLS.—Ewos can be placed at \$15. 41, and Leun Kung Mow at \$15. 42. Hongkong Cottons are quiet with sellers at \$17½.

MISCELLANEOUS.—Green Island Cements have sold and continue in request at \$29½. China Borneos have declined to \$20 with sellers. Gas shares continue in request at \$140, and are at \$240. Tramways have sold and are still required for at \$340. Steam Water-Baths have sold at the improved rate of \$10, and China Providents at the same figure.

MEMOS.—Hongkong and Shanghai Banking Corporation, ordinary half-yearly meeting on the 18th instant. Hongkong and Whampoa Dock Co., Ltd., ordinary half-yearly meeting on the 18th instant.

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SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS, No. 38.
DOVE ROCK BUOY.

NOTICE IS HEREBY GIVEN THAT THE DOVE ROCK WHISTLING BUOY, which broke adrift on the 19th July, has been temporarily replaced by a Red and Black Chequered Conical Buoy (without cage).

A. HOLZ,
Harbour Master.

Approved: SMOLLETT CAMPBELL,
Commissioner of Customs.
Custom House,
Swatow, 6th August, 1902. 2153

THE AMERICAN SYSTEM
OF
DENTISTRY

Dr. M. H. CHAUN,
33, DES VEXES ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. 1638

QUAN WAI & CO.,
GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1900. 1955

DAVID CORSAIR & SONS
MERCHANT NAVY
NAVY BOLDED
LONG FLAX
RELIANCE CROWN
TARPAULING
AENHOLD, KARBERG & CO.
Sole Agents
2287

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

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HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 7th July.

On the 24th June a lamentable collision occurred near the mouth of the River Elbe between a German torpedo-boat and an English coal-ship, the *Firby*, resulting in the sinking of the former in four minutes and the loss of her commander and three seamen. The Emperor on his yacht and a large number of other yachts were assembled off Heligoland to witness the finish of the Dover to Heligoland yacht-race, and the torpedo-boat with four Englishmen on board was returning to the mainland when the *Firby* struck her. The English vessel was brought to anchor in Cuxhaven roads and her master was by the Emperor's order placed under arrest and an embargo of 500,000 marks laid upon his vessel. A judicial enquiry was held and the master of the *Firby* was tried for negligent homicide. He was, however, acquitted and his vessel released, and the collision was found to have been caused through the fault of the commander of the torpedo-boat, which is said to have been steaming twenty-two knots in a thick fog. Some of the Hamburg papers are inclined to believe that English ships are commonly recklessly and carelessly navigated, and in spite of the finding of the court they are of opinion that if there is any question of carelessness the German naval vessel is far less likely to have been at fault than the Englishman; and they suggest that the British tars' well known love of the bottle is very likely to have had something to do with it. But this is to discredit the finding of the court, which most sensible people allow to be absolutely dependable. It is over an incident of this sort that bad blood is apt to be aroused, and assuredly feeling would have run high had it occurred six months ago. Any ill-will there might have been, however, has been largely disarmed by the kindly message sent by King Edward on his sick-bed to the Emperor expressing his regret to learn of the loss of life and his appreciation of the order given by the German naval officer that the Englishmen were to be saved first.

An international law congress is shortly to be held at Hamburg to which two of the English law societies have contributed a report upon the competence of tribunals in cases of collision. It appears that the competence of the English courts extends to all cases of collision in which the plaintiff suffers damage in British waters, when the vessel can be detained and placed under embargo or a summons can be served within the limits of the United Kingdom. With regard to international reform in the law relating to collisions which occur abroad, the English societies are of opinion that in all such cases one or more special courts of law experienced in maritime matters should be declared competent. Cases involving large sums do not occur very often, and if a large number of courts are formed there is a fear that their competence will suffer through the lack of experience. In England the county courts are competent in cases where the damages are not above £200 and all cases of greater importance are relegated to the High Court of Admiralty.

The recent purchase of so many English lines of ships by Americans has brought prominently forward the anomalous position that a British ship may be owned and manned entirely by foreigners. In order that a vessel may be British the Merchant Shipping Act provides that she must be owned and registered as one; but the owner may be a body corporate having a place of business in the United Kingdom, and in this case it appears that the members of the body may be one and all foreigners, who are nevertheless able to acquire complete control of ships, sailing under the British flag. This is a very important matter from several points of view and unless the policy of the law, which was clearly intended to disqualify an alien from owning even a share in a British ship, is to be abandoned, the act must obviously be amended. In the event of disputes regarding the contract of carriage of goods by sea, much reliance has been placed upon the law of the flag in cases where there is any uncertainty regarding the law by which the contract is governed, that is to say, a contract of carriage in an English ship is presumed to be governed by English law, and a contract of carriage in a ship flying the French flag is presumed to be governed by French law. For instance, a British subject chartered a French ship at a Danish port for a voyage from Hayti to France or England, and the ship got into trouble in a Portuguese port. The court had to determine whether the English law, the French law, or the law of Hayti (whatever that might be), or the Portuguese law, or the general law maritime (whatever that might be) was to be applied, and it was held that in the absence of any intention appearing on the charter, the French law, being the law of the ship's flag, was the law applicable to the case. That is only one aspect of the question of nationality. The German law as regards nationality is more precise than the English, for it provides not only that a ship must belong to a German subject in order to fly the German flag, but that in the case of the owner being a body corporate all the members must be German subjects.

The Chinese Coasting Trade Company of Hamburg, which last year redeemed M. 1,400,000 of the shares for redemption in November 6th inst., had in 1901 a surplus of M. 840,656, to which must be added M. 1,671 interest and M. 2,118 balance carried down. After deducting expenses, taxes, &c., and the reserve balance of the M. 1,400,000 redeemed shares, amounting in all to M. 1,274,000, it appears that M. 240,000 of the M. 1,400,000 still remain undredemed and are covered by carrying over an equivalent amount from the reserve fund after deducting for renewal of boilers M. 300,000, for insurance reserve fund M. 67,774 and for optum-sungre fund M. 11,471. The share capital amounts to one million, against which appear the assessed value of the plant, &c., M. 325,000 and the accounts owing, &c., M. 649,513.

Mr. Lan Chin Pak mentioned:—"I see that the directions are not provided for; it must have been proved ineffective. Nos. 4, 5 and 6, and latter part of 8 of the directions for general cleaning are, now, recommended by the M.O.H., and I understand, only applied to the infected houses, and should therefore be given separately. If lumped together, unnecessary hardship will be inflicted through misunderstanding by the staff."

Mr. Fung Wa Chiu mentioned:—"The directions should only be applied to infected premises. The word 'sanitary' is too general."

The Medical Officer of Health mentioned:—"The directions alluded to are stated to be subject to the discretion of the supervising medical officers, of which there are to be two, one for plague work, &c., in addition to the present two. They are not to be applied solely to premises on which a case of plague has occurred which is what I suppose Messrs. Lan Chin Pak and Fung Wa Chiu mean by infected premises."

The President:—"I move that the Board adopt this scheme."

Mr. E. Osborne seconded, and the motion was agreed to.

LEAVE OF ABSENCE TO THE SECRETARY.
The Secretary, Mr. G. A. Woodcock, was formally granted two months' leave of absence.

LIMWASHING.
A letter was submitted from Mr. E. Osborne, secretary of the Hongkong and Kowloon Wharf and Godown Co., Ltd., stating that they proposed to limewash their employees' quarters at Kowloon three times a year, in January, May, and September, and asking if the Board would exempt them from limewashing in March and April.

On the motion of the President, seconded by Mr. BADELEY, the application was granted.

ANALYSIS OF WATER.
Returns were laid on the table showing that the Government Analyst had analysed samples of water from the public supplies for the month of July and had found them to be of excellent quality.

LIMWASHING RETURNS.
It was reported that at 21st July, 59 houses in the Eastern and 247 in the Western had been limewashed. At 2nd August the numbers respectively were 238 and 243.

THE DEATH-RATE.
The death-rate for the week ended 10th July was reported to have been 23½, as compared with 25.1 in the previous week and 16.9 in the corresponding week of the previous year.

Hon. Dr. Clark recommended for the consideration of the Board that the restrictions imposed upon arrivals from Macao be now removed, as cholera appeared to have ceased to prevail at that port.

In moving this resolution, Hon. Dr. Clark stated that the last three weekly returns had shown Macao to be free of cholera.

The President seconded, and the motion was agreed to.

SURVEY OF UNBORN FOOD.
Hon. Dr. Clark recommended that the Board authorise Inspector Robert McEwen, Inspector of Markets, to enter any shop or premises used for the sale or storage or preparation of food, to examine any food found therein intended for human consumption which he had reason to believe was unfit for such use, and to seize the same and convey it to the office for inspection. Should the food prove to be unfit the Board had power under Section 21 of Ordinance 13 of 1901 to order it to be destroyed and might prosecute the person in whose possession it had been found.

Hon. Dr. CLARK in laying his recommendation before the Board stated that a few of their Inspectors had this power already and it was only proper that it should also be possessed by the Inspector of Markets.

On the motion of the President, seconded by Mr. MESSERS, the recommendation was approved.</

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS "OFFICE."
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 49
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

SISMARCK & CO.,
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundells
Spence & Co.'s Commission

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

GOVERNMENT-GENERAL OF
FRENCH INDO-CHINA.

THE

HANOI
EXPOSITION

WILL BE OPENED ON
3rd NOVEMBER, 1902.
THE EXPOSITION which is situated close to
the Railway Terminus at Hanoi, will com-
prise a GRAND PALACE and MAGNIFI-
CENT BUILDING, containing Artistic,
Commercial, Agricultural and Industrial
Productions of the greatest variety from
France and her Colonies (1st section); French
Indo-China (2nd section); and the countries of
the Far East—China, Japan, Philippines, Siam,
Netherlands, India, British India, Straits
Settlements, Burma, &c. (3rd section).
THE WEATHER in TONKIN during the
months of November, December, January, and
February, is mild and invigorating and may be
compared to a winter at Nice.

The GALLERY of FINE ARTS will
contain more than 500 Pictures, and will be
organised under the Direction of the Inspec-
tion-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways
and Steamers to the chief Places of Interest in
Indo-China (Cochin-China, Tonkin, Laos, Cam-
bodge, Annam) will be organised at reasonable
prices.

ATTRACTIONS OF ALL KINDS:
Military Bands, Theatres, Circuses, Concerts,
Aquatic Sports, Balloon Ascensions, Fireworks,
Fetes, &c., will be provided.

REDUCED RATES will be charged by
all Steamship Lines, running to Haiphong,
from whence Hanoi may be reached in a few
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and
CAFES assure every accommodation to visitors
at moderate prices.

For FURTHER INFORMATION apply
to the French Consulates in the Far East.

P. THOMÉ,
Commissaire-Général de l'Exposition,
de Hanoi.
Hongkong, 1st July, 1902. [1890]

BUDWEISER
BEER.

EXTRA PALE LAGER IN CLEAN BOTTLES.
OF UNIVERSAL POPULARITY.

**ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.**



This Beer is brewed of best Saaz Hops and
Sweet Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full measure of purity is the condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [2030]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods
WM. FARLANE, Manager.
Hongkong, 13th November, 1901. [6]

INTIMATIONS

HONGKONG GUN CLUB.

TO-DAY (SATURDAY), 9th AUGUST.

THERE will be TWO COMPETITIONS
for CUPS to be shot for during the
Afternoon between 4 and 7 P.M., which will be
presented by the Club as Coronation Cups.
Competitors to be divided into Two Classes
according to their Keewick Cup Handicaps, as
shall be decided by the Handicapping Committee.
One up for each Class.
Full conditions to be arranged later on.

A. TURNER,
Hon. Secretary.
Hongkong, 8th August, 1902. [2155]

CORONATION CELEBRATION.

IN accordance with Government Notification
No. 472 of 1st instant, the Undermentioned
Banks will be CLOSED for the transaction of
Public Business TO-DAY (SATURDAY),
the 9th August.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

T. P. COCHRANE,
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION.

J. R. M. SMITH,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED.

EVAN ORMISTON,*
Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
HONGKONG BRANCH.

G. MAYBE,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO KODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK.

H. SCHOTTLENDNER,
Manager.

For the RUSSO-CHINESE BANK.

J. W. R. TAYLOR,
Representative to Hongkong.

For the GUARANTY TRUST COMPANY OF
NEW YORK.

N. G. EVANS,
Acting Manager.

Hongkong, 8th August, 1902. [2129]

WHAT FINEER CAN YOU DRINK THAN

JOHN JAMESON

ANDERSON'S (DUBLIN)
"OWN CASED" Very Old
BLACK-BOTTLE

WHISKEY.

Please see you get it with

Metal { BLUE—One Star.

Capsules { PINK—Two Stars.

OF ALL DEALERS

Sole Export Bottling Agents to J. J. & S.

C. DAY & CO., LONDON. [50-1]

Clarke's
Blood
Mixture

"FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMED BLOOD PURIFIER AND

RESTORER

IS WARRANTED TO CLEAR THE BLOOD from

all impurities from whatever cause arising.

For Scrofula, Eczema, Erysipelas, Skin Dis-
eases, Blackheads, Pimples, and Sores of all kinds, it
is a never-failing and permanent Cure. It

Cures Old Sores.

Cures Sores on the Neck.

Cures Scrofula.

Cures Erysipelas.

Cures Blood and Skin Diseases.

Cures Glandular Swellings.

Cures the Blood from all impure Matter from what-
ever cause arising.

It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

It is pleasant to the taste, and war-
ranted free from anything injurious to the most deli-
cate constitution of either sex. The Proprietors solicit
sufferers to give it a trial to test its value.

Mr. Stephen Morgan writes: "I have suffered since
1886 with a varicose ulcerated leg, and have been un-
der five doctors. I also attended two hospitals, but
at one they suggested that I should have my leg off,
and at the other that I should have the vein leeches
and tied up. You may guess my feelings, therefore, to
find a remedy that was so simple and so effective. I
bought a bottle of Clarke's Blood Mixture, and after
using it I have a family of eight children. My leg
measured 18 in. round against the knee, and the
other, and a few years ago, it was 24 in. round. The
most remarkable thing about my leg was as black as
soot, but it is now completely healed up, and I am out of agony,
a thing not known to me for the past eight years. I
must say that my cure is a marvellous one. I com-
menced taking 'Clarke's Blood Mixture' in July, 1898,
and the cure has been a small bottle to try the effect
first, and finding the proper remedy, then ten large
ones, also a few pills of the same, and my leg is
off. I have spent pounds in other remedies, but they
have been no good to me. I shall be pleased to answer
any questions, and afflicted brothers and sisters can
see my leg for themselves. You can make any use of
this letter for the public good."

31, Melkern-road, St. John's-road, Upper Hollo-
way, London, N., May 25, 1899.

THOUSANDS OF TESTIMONIALS OF WON-
DERFUL CURES FROM ALL PARTS
OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles, 2s. 6d.
each, and in cases containing six times the quantity.
The object of the present notice is to draw the atten-
tion of long-standing cases by ALL CHEMISTS
and PATENT MEDICINE VENDORS throughout
the world. Proprietors, THE LANCET AND MR.
TRADE MARK—"BLOOD MIXTURE."

CAUTION.—Purchasers of Clarke's Blood Mixture
should see that they get the genuine article. World-
wide imitations and substitutes are sometimes palmed
off by unprincipled vendors. The words "Lancet"
and "Patent Medicine Vendors" are stamped on the
bottle, and are engraved on the Government Stamp, and
"Clarke's World-Famed Blood Mixture" is blown in the
bottle, WITHOUT WHICH NONE ARE GENUINE.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS IN 3 SECONDS

STRENGTHENED

W. & A. G. CO.

Hongkong, 8th October, 1900. [164]

PUBLISHED BY SPECIAL ARRANGEMENT.

THE SEVEN SECRETS,

BY
WILLIAM LE QUEUX

(Author of "Purple and Fine Lines," "Whose
Fidelity a Wife," "The Court of Honour,"
"If Sinners Entice Thee," &c., &c.)

[COPYRIGHT.]

CHAPTER VI.

IN WHICH I MAKE A DISCOVERY.

Having explained who I was, I followed the
man in and assisted him in making a careful
and minute examination of the place.
Search for the weapon with which the crime
had been committed proved fruitless; hence it
was plain that the murderer had carried it away.
"There were no signs whatever of a struggle,
and nothing to indicate that the blow had been
struck by any burglar with a motive of silencing
the prostrate man."

"The room was a large front one on the first
floor, with two French windows opening upon
a balcony formed by the big square portico.
Both were closed, but the balcony was not only
locked, but also by long screws, as an extra
precaution against thieves—old Mr. Courtney,
like many other elderly people, being extremely
nervous about midnight intruders. The bed-
room itself was well furnished in genuine
Seahorse, which he had brought up from his
palatial home in Devonshire, for the old man
was by no means a miser and denied himself no
comfort. The easy chair in which he had sat
when I had paid my visit was still in its place
at the foot of the bed, and the footstool just as he
had left it; the drawers which were opened one after
another showed no signs of having been rum-
maged; and the sum result of our
investigations was absolutely nil.

"It looks very much as though someone in the
house had done it," whispered the inspector
seriously to me, having first glanced at the
door to ascertain that it was closed.

"Yes," I admitted. "Appearances certainly
depoint to that."

"Who was the young lady who met us down-
stairs?" inquired the detective-sergeant, pro-
ducing a small note-book and pencil.

"Miss Ethelwyn Mivart—sister to Mrs.
Courtney."

"And is Mrs. Courtney at home?" he
inquired, making a note of the name.

"No. We have sent for her. She's staying
with friends in London."

"Hullo! there's an iron safe here!" ex-
claimed one of the men. He had passed away
the opposite side of the room. He had passed away
a chest of drawers from the wall, revealing what
I had never noticed before, the door of a small
fireproof safe built into the wall.

"Is it locked?" inquired the inspector.

"The man after trying the knob and examining
the keyhole, replied in the affirmative.

"Keeps his deeds and jewellery there, I
suppose," remarked one of the other detectives.

"He seems to have been very afraid of burglars.
I wonder whether he had any reason for that?"

"Like many old men he was a little nervous,"
I replied. "Thieves once broke into his country
house years ago, I believe, and he, therefore,
entertained a horror of them."

"We all examined the keyhole of the safe, but
there was certainly no evidence to show that it
had been tampered with. On the contrary, the
little oval brass plate which closed the door was
rusty, and had not been touched apparently for
years."

"While they were searching in other parts of
the room I directed my attention to the position
and appearance of my late patient. He was
lying on his right side with one arm slightly
raised, in quite a natural attitude for one
sleeping. His features, although the pallor of
death was upon them and they were relaxed,
showed no signs of suffering. The blow had
been delivered, and had no doubt penetrated to
the heart. The crime had been committed
swiftly, and the murderer had escaped unseen
and unheard."

"The old woman, quilt, a rich one of Gobelin
blue satin, had scarcely been disturbed, and save
for the small spot of blood upon the sheet, traces
of a terrible crime were in no way apparent."

"While, however, I stood at the bedside, at the
same spot most probably, where the murderer
had stood, I suddenly felt something uneven
beneath the sole of my boot and the carpet.

"Something that I upon examination I was
satisfied that at first my attention was not
attracted by it, but on stopping on it a second
time I looked down, and saw something white,
which I quickly picked up.

"The instant I saw it I closed my hand and
hid it from view."

"Then I glanced furtively around, and seeing
that my action had been unobserved I quickly
transferred it to my vest pocket, covering the
movement by taking out my watch to glance at it.

"I was so busy that I did not notice, and in
all probability the colour at that moment had
left my face, for I had by sheer accident
discovered a clue."

"To examine it there was impossible—for of
such a character was it that I had no intention,
as yet, to arouse the suspicions of the police. I
intended at the earliest moment to apprise my
friend, Ambler Jevons, of the facts, and with him
pursue an entirely independent inquiry."

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"Not much, sir. Sixty-eight years out
with the clock, I've heard. She's a respectable
woman. Her father's a lighterman at Kew
Bridge. I know 'em all here by sight, of course.
But there's nothing against them to my know-
ledge, and I've been a constable in this sub-
division for eighteen years."

"The man—what's his name—Short. Do
you know him?"

"Yes, sir. I've often seen him in the Star
and Garter at Kew Bridge."

"Drinks?"

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A; nearest Hongkong B, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON, via SUEZ CANAL	GLINTHURST	Brit. str.	2 m.	R. Webster	McGREGOR BROS. & GOW	On 18th inst.
LONDON & ANTWERP	THE MAURICE	Brit. str.	2 m.	E. H. H. H.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	CANTON	Brit. str.	2 m.	E. H. H. H.	GIBB, LIVINGSTON & CO.	On or about 20th inst.
LONDON	ANTENOR	Brit. str.	2 m.	U. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 22nd inst. at Noon.
LONDON	DAEDARUS	Brit. str.	2 m.	U. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DAEDARUS	Brit. str.	2 m.	U. F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 18th September.
LIVERPOOL DIRECT	YARRA	Brit. str.	2 m.	Charbonnel	MESSAGERIES MARITIMES	On 20th September.
MARSEILLES, &c., via Ports of Call	TAMBA MANU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 11th inst. at 1 P.M.
MARSEILLES, LONDON, & ANTWERP, S. PORE, &c.	AMERICA	Ger. str.	2 m.	E. H. H. H.	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
MARSEILLES, LONDON, & ANTWERP, S. PORE, &c.	AMERICA	Ger. str.	2 m.	E. H. H. H.	NIPPON YUSEN KAISHA	On 14th inst.
H. MEN, via Ports of Call	BAYERN	Ger. str.	2 m.	Paola	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
H. MEN, BREMEN & HAMBURG	C. F. PERD LAEISZ	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
H. MEN, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 22nd October.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 16th inst. p.m.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	About 9th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 15th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On or about 15th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 14th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 27th inst. at Noon.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 19th September.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 11th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 25th inst. at 4 P.M.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 12th September.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 14th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 23rd inst. at 4 P.M.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 15th inst. at Daylight.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 26th inst. at Noon.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On or about 11th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 17th inst. at Daylight.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 15th inst. at Daylight.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 29th inst. at Daylight.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 12th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	To-morrow.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	To-morrow.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On or about 15th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	To-morrow.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 13th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	To-day.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 20th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 13th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 13th inst. at 4 P.M.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 15th inst. at 4 P.M.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 16th inst.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 19th inst. at Noon.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 12th inst. at Noon.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 11th inst. at Noon.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 13th inst. at 3 P.M.
H. MEN, BREMEN & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 15th inst. at Noon.

SHIPPING.

ARRIVALS.
Aug. 7, AMERICA MARU, Japanese str., 2182, M. B. KAISHA.
Aug. 7, INDEPENDENT, German str., 871, F. Ziegler, Amoy 6th August, General—SANDER, WILDER & CO.
Aug. 7, NACHW, German steamer, 993, H. Hays, Bangkok 1st August, General—HUBBERS & CO.
Aug. 7, Tacoma, American steamer, 1689, A. Drake, Tacoma 11th July, General—DODWELL & CO., LTD.
Aug. 7, Victoria, Swedish str., 89, Hellberg, Saigon 3rd August, General—CHINRESE.
Aug. 8, ATHOLIC, British str., 2033, Porter, Amoy 7th August, General—DODWELL & CO.
Aug. 8, Byrd, Norwegian str., 771, Th. Carlsen, Cholon 1st August, General—SANDER, WILDER & CO.
Aug. 8, CHANSHAN, British str., 1281, Sinclair, Amoy and Swatow 7th Aug. General—BRADLEY & CO.
Aug. 8, HONGKONG, French str., 740, Pannier, Hongkong 7th Aug. General—A. R. MARY.
Aug. 8, LOONGSUNG, British str., 1093, G. S. Weigall, Manila 5th August, Hemp and General—JARDINE, MATHESON & CO.
Aug. 8, INDIANOTA, British str., 3382, P. Jones, Cebu 1st August, General—JARDINE, MATHESON & CO.
Aug. 8, SUNDAY, British str., 1776, E. J. Todd, Singapore 11th August, General—JARDINE, MATHESON & CO.
Aug. 8, YARRA, British str., 2231, J. Edmund, Hongkong 6th August, General—BUTTERFIELD & SWIRE.
Aug. 8, Jisse, German str., from Canton.

CLEANANCES.

At the Harbour Master's Office.
8th August.
Bygo, German str., for Canton.
Daqui Maru, Japanese str., for Swatow.
Fentel, British str., for Swatow.
Fentel, Norwegian str., for Hongkong.
Haiton, British str., for Swatow.
Haiton, Norwegian str., for Hongkong.
Nori, British str., for Hongkong.
Pura Chon Kiao, German str., for Bangkok.
Rosa Maru, Japanese str., for Manila.
Sukho-di, Dutch str., for Swatow.
Uyres, British str., for Singapore.

DEPARTURES.

8th August.
CHINA, German str., for Singapore.
CLIVE, British transport, for Canton.
HAYAN, British str., for Coast Ports.
HAYAN, Norwegian str., for Tientsin.
HAYAN, French str., for Hongkong.
Pura Chon Kiao, German str., for Bangkok.
ROBERTA MARU, Japanese str., for Manila.
Rubi, British str., for Manila.

VESSELS IN DOCK.

8th August.
AMERICAN DOCKS.—Haiton.
WILSON DOCK.—H.M.S. Robin, Zofia, Solent, Michael, Jeben, Likh, Pronto, Tingwang, Alansung, Yuenang.
COSMOPOLITAN DOCK.—Marie-John, Sabine, Ricken.

SHIPPING REPORTS.

The British steamer Yuenang, from Foochow 6th inst. had strong N.E. wind and sea.
The British steamer Chumshin, from Amoy and Swatow 7th inst., had moderate W.S.W. breeze, smooth sea, fine and clear weather.
The British steamer Yuenang, from Manila 5th inst. had light variable winds with dull, cloudy weather up to lat. 17° N. long. 117° E. from thence to port moderate W.N.W. winds with fine, clear weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
ADOLPH OBERG, Amr. barque, S. Amesbury—Standard Oil Co.
ALLAS, American ship, McKay—Standard Oil Co.
KELAT, British ship, John Hughes—ORDER MANU LAGUERO, American ship, Nicholls—Standard Oil Co.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.
THE Company's Steamship

"TONKIN".
Captain Schmitz, will be despatched for the above ports on SUNDAY, the 10th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 7th August, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th August, 1902, at 1 P.M., the Company's Steamship "YARRA", Captain Charbonnel, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. India, which vessel takes on her Passengers and Mails, leaving that port on the 12th August, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 31st July, 1902.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Relativo United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISOLA DI CAPEI" will be despatched as above on TUESDAY, the 12th inst. at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 2nd August, 1902.

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"GLENBOY".
Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.
For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 4th August, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Panten	August 9th
TACOMA	2,811	A. Dixon	August 23rd
OLYMPIA	3,750	G. E. Warner	September 20th
OLYMPIA	2,837	J. Truebridge	September 27th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First-class Table, Doctor and Stewards carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £38.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £32.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DYER and ST. MICHAEL.

Dates of Passage to other points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED, General Agents.

Hongkong, 4th August, 1902.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
R.M.S. "EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "TARTAR", Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPEROR OF JAPAN", Comdr. H. Fyfe, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN", Comdr. H. Mowatt, R.N.R. WEDNESDAY, 8th Oct.
R.M.S. "EMPEROR OF CHINA", Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 8, 9, and 12 months.
SPECIAL RATES (First class only) granted to Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer. The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent, Fidelity Street.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
IZUMI MARU	SINGAPORE and BOMBAY	MONDAY, 11th August, at Noon.
F. W. Horton	VICTORIA, B.C. and SEATTLE	MONDAY, 11th August, at 4 P.M.
KAGA MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 15th August, at Daylight.
J. W. Ekstrand	MOJI, KOBE, and YOKOHAMA	FRIDAY, 15th August, at Noon.
AWA MARU	MOJI, KOBE, and YOKOHAMA	SATURDAY, 16th August, at Noon.
N. Trenant	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd August, at Daylight.
MIKE MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 25th August, at 4 P.M.
M. Yagi	MOJI, KOBE, and YOKOHAMA	FRIDAY, 29th August, at Daylight.
KAGOSHIMA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 30th August, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
AMBRIA	MARSEILLES, HAVRE and HAMBURG	On 14th Aug. Freight.
ERD LAEISZ	HAVRE, BREMEN and HAMBURG	On 26th Aug. Freight.
KONIGSBERG	HAVRE and HAMBURG	On 10th Sept. Freight and Passengers.
BAMBERG	HAVRE and HAMBURG	On 24th Sept. Freight.
PREUSSEN	HAVRE and HAMBURG	On 8th Oct. Freight.
SILVIA	HAVRE and HAMBURG	On 22nd Oct. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY, 20th August.
KONIG ALBERT	THURSDAY, 21st August.
PRINZESS IRENE	THURSDAY, 21st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th October.
PREUSSEN	WEDNESDAY, 15th October.
SACHSEN	WEDNESDAY, 12th November.
KARLSRUHE	WEDNESDAY, 26th November.
KLAUSCHOU	WEDNESDAY, 10th December.
BAYERN	WEDNESDAY, 24th December.
KONIG ALBERT	WEDNESDAY, 7th Jan. 1903.
PRINZESS IRENE	WEDNESDAY, 21st Jan. 1903.
DARMSTADT	WEDNESDAY, 4th Feb. 1903.
PREUSSEN	WEDNESDAY, 18th Feb. 1903.
HAMBURG	WEDNESDAY, 4th Mar. 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 20th day of August, 1902, at Noon

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PROMETHEUS"		On 14th August.
GLASGOW and LIVERPOOL...	"PYRRHUS"		On 20th August.
GLASGOW and LIVERPOOL...	"DIOMED"		On 28th August.
GLASGOW and LIVERPOOL...	"JASON"		On 3rd September.

FOR	HOMEWARDS.	STEAMERS	TO SAIL
LONDON and ANWERP	"TELEMACHUS"	On 20th August.	
LONDON	"ANTENOR"	On 2nd September.	
LONDON	"DARDANUS"	On 18th September.	
LIVERPOOL DIST.	"PYRRHUS"	On 20th September.	
(Taking Cargo at London Rates)			

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS, G. S. S. CO.
Hongkong, 9th August, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI & CHINKIANG	"TAIWAN"	On 8th August.
WEIHAWEI & TIENSIN	"KWEIYANG"	On 10th August.
SWATOW and SANGHAI	"HUPEH"	On 12th August.
CHIEFU and NCHOWANG	"TAMSUI"	On 12th August.
MANILA	"SUNGKIANG"	On 16th August.
PORT DARWIN THURSDAY		
ISLAND COAST TOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY MELBOURNE and		
ADELAIDE	"TSINAN"	On 23rd Aug. at 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th August, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DE	STEAMERS	LEAVING
TAMSUI, VA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 10th August.
TAMSUI, VA SWATOW AND AMOI	"DAIJI MARU"	SUNDAY, 17th August.
FOOCHOW VA SWATOW AND AMOI	"ANPING MARU"	WEDNESDAY, 13th August.
ANPING, VA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 20th August.

The Co.'s steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE, AND YOKOHAMA FOR OPERATING IN
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
STEAMSHIP
Tons. 3,152. HOLLINGSWORTH. CAPTAIN. HONGKONG. Aug. 14, 1902.
INDRA PUTHA. Sept. 13, 1902.
INDRASAMHA.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 1st March, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain G. T. Blaxland, will be despatched as above on TUESDAY, the 12th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th August, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weir, will be despatched as above on FRIDAY, the 15th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th August, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued for

BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALTAHAT,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 16th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

B. A. HEWITT,
Superintendent.

Hongkong, 4th August, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL.

THE following Steamers will be despatched as above at monthly intervals, carrying

Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRAMAYO" 15th Aug. 1902.

S.S. "INDRANI" 15th Sept. 1902.

S.S. "INDRAWADI" Oct. 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 6th August, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weir, will be despatched as above on FRIDAY, the 15th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th August, 1902.

"BEN" LINE OF STEAMERS.

STEAMSHIP

"BENGLOE,"

Captain Pettor, will be despatched as above on or about WEDNESDAY, the 20th inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 8th August, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR

VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamship.

Tons. 1902

"HYADES" 3,753 12th September.

"LYRA" 4,200 4th October.

"SHAWMUT" 9,006 23rd October.

"TREMONT" 9,006 17th December.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to

DODWELL & CO., LD.,
General Agents.

Hongkong, 21st July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

(PROPOSED SAILINGS FROM HONGKONG, 1902.)

"ATHOLL" About 9th Aug.

"LENNOX" 9th Aug.

"HEADBURN" 31st Aug.

"ARIDY" 10th Sept.

"HILLGLEN" 20th Sept.

"RICHMOND CASTLE" 30th Sept.

"LOTHIAN" To follow.

"LOWTHER CASTLE" To follow.

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Schaw, will be despatched for the above ports on FRIDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 8th August, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"

Captain Mosca, will be despatched as above on SATURDAY, the 16th August, p.m.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Freight and Freight apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 22nd July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON,"

Captain Klausberger, will leave for the above places on SUNDAY, the 17th inst., at DAYLIGHT.

This Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 7th August, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, will be despatched for MANILA on TUESDAY, the 19th inst., at Noon.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th August, at 9.30 A.M., and THURSDAY, the 14th August at 9.30 A.M.

All Claims must reach us before the 19th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NO FURTHER SERVICE.

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NO FURTHER SERVICE.

"GLEN" LINE OF STEAMSHIPS, FOR LONDON VIA SUEZ CANAL. THE Steamship

"GLENTOUR,"

Captain R. Webster, will be despatched as above on SATURDAY, the 16th August.

For Freight, apply to

MOG & GOR BROS. & GOW,
Hongkong, 22nd July, 1902.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES OF CARGO

EX "AJAX."

CONSIGNEES of Cargo on the above steamer, which struck on a reef near Jeddah on or about 1st June, 1902, are notified that a portion of her undamaged Cargo has arrived per "ANTENOR" and is now being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., where it will be at their risk, and any such Cargo remaining in the Godowns after 14th inst. will be subject to sale.

No Fire Insurance has been effected.

AVERAGE BOND is now ready for Signature at the Office of the Undersigned, where Landing Account can be seen and Bills of Lading countersigned on and after 8th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th August, 1902.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"PAKLING,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th inst. at Noon will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are to the contrary before Noon, To-day, 4th inst.

DODWELL & CO., LD., Agents.

Hongkong, 4th August, 1902.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"KONIG ALBERT,"

OF THE NORDDEUTSCHE LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M. To-day, the 6th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 12th August, at 9.30 A.M., and THURSDAY, the 14th August at 9.30 A.M.

